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REMARKS

The Applicants have carefully considered the Examiner's comments in the Office Action dated June 6, 2005. Claims 1-41 are pending in the application, of which claims 1, 2, 4, 7-9, 11, 14, 15, 17-24, 27-32, 34 and 37-41 stand rejected. Claims 3, 5, 6, 10, 12, 13, 16, 25, 26, 33, 35, and 36 are objected to. Applicants respectfully request reconsideration by the Examiner and issuance of a notice of allowance is earnestly solicited.

The Office Action indicated that claims 3, 5, 6, 10, 12, 13, 16, 25, 26, 33, 35, and 36 are objected to as being dependent upon a rejected base claim, but would be allowable if rewritten in independent form to including all of the limitations of the base claim and any intervening claims.

In the Office Action, claims 1, 7, 8, and 31 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Norris* (2,111,326). Also, in the Office Action, claims 2, 4, 9, 11, 14, 15, 17-24, 27-30, 32, 34 and 37-41 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Norris* (2,111,326) in view of *Robillard et al.* (3,330,506). Applicants respectfully traverse the rejections.

Claim 1 requires an architectural archway for an aircraft having an elongated fuselage with an upper crown portion, a floor member and a lower lobe portion, the archway comprising an inverted arcuate structure with two spaced apart end members, said structure adapted to fit inside the fuselage and be positioned on the floor member with said end members positioned on the floor member on opposite sides of the fuselage. The *Norris* reference does not teach or suggest an architectural archway. The Office Action states, "Norris discloses an aircraft having an architectural archway, an upper crown portion, a floor member, and a lower lobe portion." While it is true that the *Norris* reference depicts an aircraft having an elongated fuselage with an upper crown portion, a floor member and a lower lobe portion, *Norris* does not disclose the

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architectural archway. Furthermore, however, while it is true that *Norris* discloses an interior cabin lining 23 with a membrane 28 for the purpose of sound or acoustical absorption, the *Norris* reference fails to teach or suggest an archway. In this regard, a careful review of the disclosure and Figure 3 of the *Norris* reference depicts the lining 23 and the membrane 28 as – panel members – spaced away from fuselage 10. Therefore, the *Norris* reference does not teach or suggest an architectural archway. Accordingly, Applicants respectfully request that the rejection under 35 U.S.C. §103(a) be withdrawn as *Norris* fails to teach or suggest each and every element of claim 1.

Additionally, the Office Action has failed to provide any motivation or suggestion as to why a person of skill in the art would modify the *Norris* reference that teaches acoustical treatment of walls, as presupposed, to obtain an archway as required by the claims. The Office Action states regarding claim 7, "...since *Norris* discloses an archway that runs through the fuselage....", only emphasis that the *Norris* reference discloses a interior panel member and not an archway. Therefore, it is axiomatic that the *Norris* reference fails to teach or suggest an architectural archway as required by the claims. Accordingly, Applicants respectfully request that the rejection under 35 U.S.C. §103(a) be withdrawn as *Norris* fails to teach or suggest each and every element of claim 1.

Claims 7, 8 and 31 are allowable for the same reasons given above for claims 1.

The *Robillard et al.* reference cited against claims 2, 4, 9, 11, 14, 15, 17-24, 27-30, 32, 34 and 37-41 does not cure the deficiencies of the *Norris* reference, or the lack of motivation to combine them. Accordingly, because *Robillard* and *Norris* fail to teach or suggest each and every element as required by the claims, all the claims are allowable.

The Office Action states, "Frische and Wadey et al teach archways." The *Frische* reference, made of record, discloses soundproofing construction. The *Wadey* reference, made

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of record discloses a panel system for reducing noise transmission in an aircraft. While it is true that the *Frische* and *Wadey* reference disclose panels, like the Norris reference, they both fail to teach or suggest an archway.

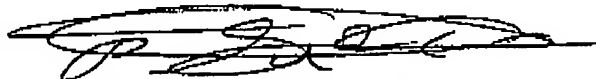
Accordingly, in view of the foregoing Remarks, the Applicants submit that claims 1-41 are allowable and in a proper condition for allowance. A Notice of Allowance indicating the same is therefore earnestly solicited.

The Examiner is invited to telephone the Applicants' undersigned attorney at (248) 223-9500 if any unresolved matters remain.

Please charge any fees required in the filing of this amendment to Deposit Account 50-0476.

Respectfully submitted,

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